

### Completed Rail Projects

State	Programme	Project Name	Project Start Date	Project Finish Date	Project Status	Australian Government	Project Total Cost	Project Description
NSW	ARTC Productivity Improvement Package	Broken Hill to Parkes Concrete Resleeper Project	24 January 2011	30 June 2012	Completed	\$253,000,000	\$260,244,000	This project replaced timber sleepers on 691 kilometres of track between Broken Hill and Parkes with concrete sleepers. The project involved the manufacture and installation of over 1 million concrete sleepers.
NSW	ARTC Additional Works	Completion of Concrete Resleeper Works on the Melbourne to Sydney Rail Line	8 August 2013	30 August 2013	Completed	\$6,262,000	\$6,399,000	This project involved concrete resleeper of the rail section between Junee and Bethungra in NSW and carrying out associated ballast and drainage works.
NSW	ARTC – Economic Stimulus Package	Cootamundra to Crystal Brook New and Extended Loops	1 October 2009	28 October 2010	Completed	\$40,500,000	\$36,356,000	This project extended the four existing loops between Parkes and Crystal Brook (at Hillgrange, Ivanhoe, Kiacatoo and Yarrabandai) to 1800 metres, and delivered two new 1800 metre loops between Cootamundra and Parkes (at Milvale and Quandialla). Savings from this project have been redirected internally within ARTC to support other capital works.
NSW	ARTC – Economic Stimulus Package	Cootamundra to Parkes Track Upgrade	1 March 2009	8 December 2009	Completed	\$84,958,000	\$84,957,000	This project involved replacing existing timber sleepers with concrete sleepers in the 201 kilometre section between Cootamundra and Parkes (301,000 sleepers), increasing the ballast depth or foundation on which the rail sits and re-railing to remove badly worn and highly fatigued rail.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: Bidirectional Signalling Between Maitland and Branxton	31 December 2007	22 May 2009	Completed	As part of \$580m towards six projects in Hunter Valley	\$45,813,000	The project involved upgrading the signalling systems on the Maitland to Branxton line. This included the replacement of old signalling equipment with more reliable modern equipment, allowing trains to travel on either direction on either track.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: Liverpool Range Capacity Enhancements Stage One	6 February 2012	30 April 2013	Completed	As part of \$580m towards six projects in Hunter Valley	\$53,295,000	This current section of track across the Liverpool Range in the Hunter Valley will be a major bottleneck in the Hunter Valley network as forecast increases in coal traffic are realised. The Liverpool Range Capacity Enhancements project involves duplicating the existing line over a number of stages to match the growth in demand. Stage one of the project involved the construction of two passing loops at Pages River and Chilcotts Creek.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: Minimbah Bank Third Rail Line	1 October 2006	31 May 2010	Completed	As part of \$580m towards six projects in Hunter Valley	\$142,701,000	The construction of a third track along the length of the Minimbah Bank starting from the north of Whittingham Junction.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: Minimbah to Maitland Third Rail Line	1 March 2011	30 November 2012	Completed	As part of \$580m towards six projects in Hunter Valley	\$355,024,000	The project took place along approximately 29km of rail track between Maitland and Minimbah and was completed in two phases. The first phase involved the construction of a third track and associated infrastructure between Farley and Greta and between Branxton and Minimbah. Phase 2 of the project between Farley and Telarah and between Branxton and Greta undertook track reconditioning to ensure rail safety and reliability. Construction of a third track in Phase 2 areas will be considered following an evaluation of the Phase 1 rail capacity.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: St Heliers to Muswellbrook Duplication	1 January 2008	14 August 2009	Completed	As part of \$580m towards six projects in Hunter Valley	\$31,058,000	The project involved extending existing double track from St Heliers to Muswellbrook, new signalling and replacement of three bridges.
NSW	ARTC – Economic Stimulus Package	Hunter Valley: Ulan Line Passing Loops and Duplication	1 June 2008	18 August 2011	Completed	As part of \$580m towards six projects in Hunter Valley	\$74,764,000	The project involved the construction of new passing loops at Bylong, Warondi, Aerosol Valley, Radio Hut and Bengalla.
NSW	National Network Program	Melbourne - Brisbane Inland Rail Alignment Study	28 March 2008	15 July 2010	Completed	\$12,744,626	\$12,744,626	The aim of the study was to determine the optimum route as well as the economic benefits and likely commercial success of a new standard gauge inland railway between Melbourne and Brisbane. The terms of reference for the study specified that the route should follow the Far Western Sub-Corridor identified in the September 2006 North-South Rail Corridor Study.

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NSW	ARTC – Economic Stimulus Package	Melbourne to Junee Passing Lanes	1 April 2009	29 July 2011	Completed	\$29,700,000	\$35,592,000	The project involved the construction of two additional passing lanes (7 kilometres long) that allow trains on the Melbourne - Junee corridor to pass each other at speed.
NSW	ARTC Productivity Improvement Package	North Coast Curve Easing Project (Stage One)	15 March 2011	17 December 2013	Completed	\$99,200,000	\$109,642,000	This project reduced rail line curves at sites between Maitland and the Queensland border. This project also amalgamated a number of level crossings at Taree into a single, protected public level crossing.
NSW	National Network Program	Northern Sydney Freight Corridor - Hexham Freight Loop	1 September 2011	1 June 2012	Completed	\$21,921,000	\$21,921,000	Provision of a rail freight loop at Hexham to stage freight trains, up to 1500m long, travelling in the southbound direction from the Main North Rail Line to Railcorp's Metropolitan Network.
NSW	National Network Program	Northern Sydney Freight Corridor - Scoping Phase	1 September 2008	Early 2012	Completed	\$15,000,000	\$15,000,000	The Australian Government provided \$15 million to undertake planning for the Northern Sydney Rail Freight Corridor. The planning involved developing a concept design for the corridor as a whole and identifying priority projects to be undertaken under the Government's \$840 million commitment to upgrading the Northern Sydney Freight Corridor. The study involved validation of train paths to confirm the delivery of train paths from the identified projects, undertaking project definition design and preparation of project documentation for the approval of the Development Phase for projects to be delivered under the first stage of the Northern Sydney Freight Corridor program. The focus of the planning work was to identify a program of works that would provide additional capacity for freight rail services, segregate passenger and freight services and to reduce peak-period restrictions on freight services. The planning work was undertaken by the NSW Government. The outcomes from the planning work has informed how best to invest the \$840 million committed by the Australian Government to freight rail upgrades between Sydney and Newcastle. The Northern Sydney Rail Freight Corridor (NSRFC) project formed part of the Government's \$42.16 million Port Botany Links and Northern Rail Line package.
NSW	Innovation and Research Projects	NSW Grain Taskforce	Late 2008	Late 2009	Completed	\$3,000,000	\$3,000,000	On Wednesday 21 October 2009, the Minister for Infrastructure, Transport, Regional Development and Local Government released the final report into the NSW Grain Freight Review. The findings of the review are numerous and address economic, institutional, regulatory and supply chain coordination issues. The Reviews recommendations are made against the short, medium and long term.
NSW	ARTC Productivity Improvement Package	Picton, Glenlee and Menangle Park Double Track Passing Lanes	1 April 2011	21 December 2011	Completed	\$24,000,000	\$24,938,000	This project constructed three double track passing lanes between Yass and Southern Sydney at Picton, Glenlee and Menangle Park.
NSW	National Network Program	Port Botany Links and Northern Rail Line	1 July 2008	Mid 2012	Completed	\$42,160,000	\$42,160,000	The Australian Government committed \$42.16 million towards improving rail freight capacity on the Sydney Metropolitan Freight Network in and to Port Botany and between North Strathfield and Broadmeadow (the Northern Sydney Freight Corridor). This includes a commitment of \$27.16 million towards the Port Botany Upgrades &#8211; Stage 1 project, and \$15 million towards the Northern Sydney Freight Corridor planning and development works.
NSW	National Network Program	Port Botany Rail Line Upgrade Stage 1 - Construction Phase	1 June 2009	1 February 2012	Completed	\$21,160,000	\$21,160,000	The Australian Government committed \$27.16 million towards improving rail freight capacity on the Sydney Metropolitan Freight Network (MFN) between Sefton Park and Port Botany. These works, now complete, were undertaken by the Australian Rail Track Corporation (ARTC). Building on the development phase works, completed in December 2010, ARTC commenced the \$21.16 million construction phase of the Port Botany Rail Upgrade Stage 1 project in June 2009. The Port Botany Rail Line Upgrade Stage 1 - Construction Phase involved a major reconfiguration of Botany Yard, including the construction of additional track connections, including associated lighting and access roads. These works have increased the holding capacity of Port Botany Yard and improved freight train access to Port Botany loading facilities.

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NSW	National Network Program	Port Botany Rail Upgrade Stage 1 - Development Phase	1 October 2008	1 December 2010	Completed	\$6,000,000	\$6,000,000	The Australian Government committed \$27.16 million towards improving rail freight capacity on the Sydney Metropolitan Freight Network between Sefton Park and Port Botany. The Port Botany Rail Upgrade Stage 1 project is part of the Government's \$42.16 million Port Botany Links and Northern Rail Line package. <U>Stage 1 - Development Phase</U> In October 2008, ARTC commenced the \$6 million planning and development phase of these works. Through this phase ARTC considered works associated with: undertaking a major reconfiguration of Botany Yard (Stage 1 project); establishing train staging capacity at Enfield Yard to hold and resequence trains (to be undertaken in Stage 2); and establishing centralised train and signal control currently controlled from various RailCorp locations for the entire Metropolitan Freight Network through to Port Botany at ARTC's facility in Junee (to be undertaken in Stage 2). In addition, the ARTC commenced the advance purchase of long lead time items such as turn outs. The development phase for Stage 1 is now complete, and the findings of this project are providing guidance to the current construction phase.
NSW	Off-Network Program	Port of Eden Development Business Case Report	1 December 2010	1 March 2011	Completed	\$60,000	\$60,000	A business case looking into the proposed development of the Breakwater Wharf and associated roads at Eden Port in NSW.
NSW	ARTC – Economic Stimulus Package	Sydney to Brisbane New, Extended and Upgraded Loops	1 March 2009	11 December 2009	Completed	\$45,100,000	\$40,204,000	The project involved extending crossing loops at Kilbride, Kerewong and Loadstone to 1500 metres, constructing a new 1500 metre crossing loop at Mindarabilla and upgrading two loops at Kilawarra and Johns River.
NSW	Regional Infrastructure Fund	The Hunter Economic Infrastructure Plan - Regional Infrastructure Planning	1 August 2012	1 September 2013	Completed	\$450,000	\$575,000	The Hunter Economic Infrastructure Plan (HEIP) is being developed to enable a whole of supply chain view of mining related activities in the Hunter Region with an objective to determining: capacity constraints; impacts of mining and mining related freight on communities along the supply chain; and what economic infrastructure is required to further enable the development of communities that support the mining sector and alleviate any current or potential capacity constraints.
NSW	ARTC Productivity Improvement Package	Whyalla - Broken Hill and Parkes - Cootamundra Rerailing Project	30 April 2011	30 June 2013	Completed	\$288,000,000	\$292,184,000	The Australian Government's equity injection into the ARTC facilitated the replacement of lower grade 47kg/m rail to stronger 60 kg/m rail on a corridor of 711 kilometres of rail line across two key sections of the ARTC network, between Whyalla and Broken Hill and between Parkes and Cootamundra.
QLD	Major Cities	Brisbane Cross River Rail - Formerly Inner City Rail Feasibility Study (QLD)	2009	2011	Completed	\$20,000,000	\$30,000,000	The project involved a detailed feasibility and planning study to help determine the optimal route and develop a business case for a new rail tunnel through inner city Brisbane. The area being investigated was extended some seven kilometres south of the original tunnel proposal to take account of freight issues in the corridor south of Park Road.
QLD	National Network Program	Melbourne - Brisbane Inland Rail Alignment Study	28 March 2008	15 July 2010	Completed	\$12,744,626	\$12,744,626	The aim of the study was to determine the optimum route as well as the economic benefits and likely commercial success of a new standard gauge inland railway between Melbourne and Brisbane. The terms of reference for the study specified that the route should follow the Far Western Sub-Corridor identified in the September 2006 North-South Rail Corridor Study.
QLD	ARTC – Economic Stimulus Package	Queensland Border to Acacia Ridge Track Upgrade	1 February 2009	31 May 2010	Completed	\$55,800,000	\$60,022,000	This project upgraded the line between Acacia Ridge and the NSW - Queensland Border. Upgrades included completing the concrete sleepers on the Sydney – Brisbane corridor and providing narrow gauge access between Acacia Ridge and Bromelton in Queensland.
SA	Innovation and Research Projects	Adelaide Rail Freight Movements Study	1 January 2009	1 June 2010	Completed	\$3,000,000	\$3,000,000	The study explored possible options for increasing the efficiency and capacity of the freight rail network leading into and through Adelaide. These possible options ranged from upgrading the existing alignment through to considering alignments to the north and south of Adelaide.

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SA	ARTC – Economic Stimulus Package	Adelaide to Kalgoorlie New and Extended Loops	30 June 2009	23 June 2010	Completed	\$22,700,000	\$21,713,000	Four new crossing loops, each measuring 1800 metres, between Tarcoola and Kalgoorlie (between Fischer & Cook, Kitchener & Zanthus and Coonana & Koronite and at Coondambo) were constructed and one loop between Adelaide and Crystal Brook at Bolivar was extended. Savings from this project have been redirected internally within ARTC to support other capital works.
SA	ARTC – Economic Stimulus Package	Advanced Train Management System (Phase 2)	30 June 2008	30 April 2013	Completed	\$45,000,000	\$102,232,000	The Advanced Train Management System (ATMS) involves the use of satellite based Global Positioning System (GPS) and Broadband Data and Voice communications to manage train movements. Phase 2 of the ATMS project trialled the technology on a section of track in South Australia. The system will replace the many inherited and disparate physical train control and signalling systems with an advanced geographical system utilising global positioning, 3G broadband communications and satellite technology.
SA	ARTC – Economic Stimulus Package	Cootamundra to Crystal Brook New and Extended Loops	1 October 2009	28 October 2010	Completed	\$40,500,000	\$36,356,000	This project extended the four existing loops between Parkes and Crystal Brook (at Hillgrange, Ivanhoe, Kiacatoo and Yarrabandai) to 1800 metres, and delivered two new 1800 metre loops between Cootamundra and Parkes (at Milvale and Quandialla).
SA	Other	Eyre Peninsula Rail Lines	1 May 2007	Early 2009	Completed	\$15,000,000	\$30,000,000	The Australian Government has contributed \$15 million towards a \$30 million upgrade of the Eyre Peninsula rail system. The grant was conditional on a matching contribution from the state government and industry. The joint funding commitment to the Eyre Peninsula rail system is the most significant part of a plan to develop an efficient transport logistics system on the Peninsula. The South Australian Government has worked with the rail track manager, Genesee and Wyoming Australia Pty Ltd to identify the works necessary for the upgrading. The track has been restored between Port Lincoln and Cummins, Cummins and Wudinna, Cummins and Kimba.
SA	Building Australia Fund	Gawler Line Modernisation (SA)	1 January 2010	31 March 2012	Completed	\$217,671,000	\$217,671,000	The project involved the resleepering and electrification of the 43 kilometre Gawler line, north of Adelaide's central business district and capital works at selected rail stations. Civil works for the upgrade of the track and selected stations were completed on 31 March 2012.
SA	ARTC – Economic Stimulus Package	Melbourne to Adelaide Extended Loops	1 August 2009	28 November 2012	Completed	\$66,900,000	\$66,900,000	The project extended seven short crossing loops between Adelaide and Bordertown in South Australia to 1800 metres. The loops are located at Ambleside, Callington, Monteith, Coomandook, Tintinara, Keith and Bordertown.
SA	Building Australia Fund	Noarlunga to Seaford Rail Extension (SA)	1 July 2010	1 December 2012	Completed	\$291,200,000	\$291,200,000	The Noarlunga to Seaford rail line is a new 5.7 kilometre rail line which will see the construction of stations at Seaford Meadows and the Seaford rail terminus, and a 1.2 kilometre bridge over the Onkaparinga River.
SA	National Network Program	Urban Congestion - Transport Sustainability Study - Adelaide	Mid 2008	Mid 2010	Completed	\$3,000,000	\$4,000,000	The Australian Government provided \$3 million in 2008-09 towards a transport sustainability study for Adelaide. The study analysed urban congestion to 2030 and identified improvements that need to be made to public transport networks (rail, bus and tram), road networks, traffic management, land use and demand management. This included examining capacity constraints at key intersections, including rail crossings. The study focused on: Extension of the Tonsley passenger rail line, plus a public transport interchange / park-and-ride and Transport Oriented Development. Grade separation of the ARTC and TransAdelaide lines at Torrens Junction. Capacity improvements to key urban road and rail intersections.
SA	ARTC Productivity Improvement Package	Whyalla - Broken Hill and Parkes - Cootamundra Rerailing Project	30 April 2011	30 June 2013	Completed	\$288,000,000	\$292,184,000	The Australian Government's equity injection into the ARTC facilitated the replacement of lower grade 47kg/m rail to stronger 60 kg/m rail on a corridor of 711 kilometres of rail line across two key sections of the ARTC network, between Whyalla and Broken Hill and between Parkes and Cootamundra.
TAS	National Network Program	Rail Rescue Package	1 April 2008	1 June 2011	Completed	\$78,000,000	\$78,000,000	The Australian Government provided \$78 million in capital funding for support the upgrading of sleepers, rail track and some bridge work on the Tasmanian rail network.

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TAS	Off-Network Program	Upgrade of the Boyer Line	1 May 2012	1 June 2012	Completed	\$1,100,000	\$1,100,000	Works included the replacement of sleepers, re-railing, replacing ballast and tamping, and earthworks and drainage over a 14 km length of track.
TAS	National Network Program	Upgrade of the Burnie to Western Junction Line	1 May 2011	1 June 2013	Completed	\$28,900,000	\$30,200,000	This project involved a package of capital improvement works over a 167 km length of rail line in Tasmania's north. Works included re-railing, replacement of ballast and sleepers, and upgrading drainage systems, points and level crossings. This project also involved works on four bridge replacements at the Blythe, Leven, Forth and Don rivers. The Blythe and Don replacements are now complete, and works continue on the Leven and Forth Bridge replacements through the Commonwealth funded \$31.6 million Main North-South Line Rail Capacity Improvements project.
TAS	Off-Network Program	Upgrade of the Fingal Line	1 April 2012	1 August 2012	Completed	\$5,700,000	\$5,700,000	Works included the replacement of sleepers, re-railing, replacing ballast and tamping, and level crossing upgrades along a 54 km length of track.
TAS	National Network Program	Upgrade of the Hobart to Western Junction Line	1 May 2011	1 June 2013	Completed	\$20,300,000	\$20,300,000	Works included the replacement of sleepers, re-railing, replacing ballast and tamping, bridge works, points and crossings, level crossing upgrades, and earthworks and drainage over a 199 km length of track.
TAS	Off-Network Program	Upgrade of the Melba Flats to Burnie Line	1 July 2010	1 June 2013	Completed	\$15,700,000	\$15,700,000	The project included a program of capital improvement works on the freight rail line between Melba Flats and the Port of Burnie in the north west of Tasmania. Works included the replacement of sleepers, re-railing, replacing ballast and tamping, bridge works, level crossing upgrades, and earthworks and drainage over the 130 km length of track.
VIC	ARTC Productivity Improvement Package	Albury to Melbourne to Geelong Rerailing Project	21 February 2011	30 April 2013	Completed	\$106,800,000	\$106,792,000	The Australian Government's equity injection into the Government-owned Australian Rail Track Corporation (ARTC) replaced 47 kilogram/metre (kg/m) rail with 60 kg/m rail over 239 kilometres between Albury and Geelong. This allows for increased train axle loads, thereby facilitating faster speeds with heavier loads. The project also renewed or upgraded older bridges. Savings from this project have been redirected internally within ARTC to support other capital works.
VIC	National Network Program	Altona Intermodal Terminal	1 November 2010	1 March 2012	Completed	\$32,000,000	\$40,000,000	The project will provide standard gauge access to two new intermodal terminal facilities and enhance main line capacity to help facilitate additional train paths.
VIC	National Network Program	Bi-Directional Rail Line between Tottenham Junction and West Footscray	1 February 2007	1 May 2009	Completed	\$45,000,000	\$45,000,000	The Australian Government provided \$45 million to the Australian Rail Track Corporation (ARTC) towards the cost of the line upgrading and signalling system between Tottenham and Footscray. This project involved track upgrading works and improvements to the signalling system which has reduced congestion for rail traffic entering and leaving the Dynon rail terminal and the Port of Melbourne and has led to improved transit times.
VIC	ARTC – Economic Stimulus Package	Cootamundra to Crystal Brook New and Extended Loops	1 October 2009	28 October 2010	Completed	\$40,500,000	\$36,356,000	This project extended the four existing loops between Parkes and Crystal Brook (at Hillgrange, Ivanhoe, Kiacatoo and Yarrabandai) to 1800 metres, and delivered two new 1800 metre loops between Cootamundra and Parkes (at Milvale and Quandialla).
VIC	National Network Program	Dynon Intermodal Precinct - Grade Separation at Footscray Road and Dynon Rail Link	1 October 2007	1 April 2009	Completed	\$110,000,000	\$137,300,000	The Australian Government provided \$110 million to the Victorian Government in a partnering arrangement for a new rail link and grade separation of Footscray Road between the Dynon intermodal freight precinct and the Port of Melbourne. The components of the project included: elevating a section of Footscray Road over two new rail lines to be built further to the west than the existing level crossing. They will serve the existing Patrick, Australian Bulk Alliance and P&O terminals and the proposed Victoria dock terminal, as well as the existing main line north of Footscray Road. The design also allows for the possible future introduction of a Webb Dock railway line; construction of an elevated section of Appleton Dock Road and Enterprize Road, integrated with the Footscray Road overpass; and new service roads providing access to Footscray Road businesses. This project has reduced congestion for rail traffic entering and leaving the Dynon rail terminal and the Port of Melbourne, in addition to improving transit times.

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VIC	ARTC Productivity Improvement Package	Gheringhap to Maroona Passing Loops Project	30 November 2011	12 June 2013	Completed	\$32,000,000	\$31,970,000	The Australian Government's equity injection into ARTC facilitated the construction of four new crossing loops between Gheringhap and Maroona to allow for 1800 metre trains to pass. Savings from this project have been redirected internally within ARTC to support other capital works.
VIC	National Network Program	Melbourne - Brisbane Inland Rail Alignment Study	28 March 2008	15 July 2010	Completed	\$12,744,626	\$12,744,626	The aim of the study was to determine the optimum route as well as the economic benefits and likely commercial success of a new standard gauge inland railway between Melbourne and Brisbane. The terms of reference for the study specified that the route should follow the Far Western Sub-Corridor identified in the September 2006 North-South Rail Corridor Study.
VIC	Building Australia Fund	Melbourne Metro 1 (VIC)	1 July 1905	5 July 1905	Completed	\$40,000,000	\$40,000,000	The project provided for pre-construction planning, design and engineering works for the Melbourne Metro 1 project in inner city Melbourne. The planning works involved exploring the construction of a new two track rail tunnel running under the Melbourne Central Business District.
VIC	ARTC – Economic Stimulus Package	Melbourne to Junee Passing Lanes	1 April 2009	29 July 2011	Completed	\$29,700,000	\$35,592,000	The project involved the construction of two additional passing lanes (7 kilometres long) that allow trains on the Melbourne - Junee corridor to pass each other at speed.
VIC	National Network Program	Port of Melbourne Rail Access Improvement Project	30 December 2009	24 December 2010	Completed	\$20,000,000	\$50,000,000	The project comprises a package of works within the port terminal precinct of Melbourne and associated connections to the mainline. Works include: construction of double dual gauge track between Docks Links Road at Dynon and the Dynon intermodal terminal (the Dynon-Tottenham Missing Link); construction of dual gauge link track from South Dynon into the North Dynon Yard (W Track Link); construction of a passenger cross over; and improvements to the South Dynon Yard. As part of the broader Tottenham to Port Dynon rail link, works on this project have synergies with two other Australian Government funded projects, the Port Links – Dynon Intermodal Precinct - Grade Separation at Footscray Road and Dynon Rail Link project and the Bi-directional Rail Line between Tottenham Junction and West Footscray project. Completion of the Port of Melbourne Rail Access Improvements Project will optimise the efficiency benefits to rail operations on the Tottenham to Port Dynon rail link arising from these two projects.
VIC	National Network Program	Rail Upgrades at Geelong Port	29 January 2010	12 January 2012	Completed	\$50,000,000	\$50,000,000	The project focused on addressing port access and rail capacity issues for freight trains at the Port of Geelong by duplicating the existing rail line between Geelong and Gheringhap and provided the necessary facilities at Geelong to allow grain, log and other freight trains to reverse direction after loading and unloading cargo.
VIC	ARTC – Economic Stimulus Package	Seymour to Wodonga Track Upgrade	1 April 2009	31 August 2009	Completed	\$42,842,000	\$42,842,000	This project involved the laying of around 225,000 sleepers to complete the program of concrete sleepers on the Melbourne – Sydney corridor. Through the Australian Government and ARTC's capital investment programs over a million sleepers have been laid on this corridor.
VIC	ARTC Additional Works	Signalling Works for a Passing Lane between Albion and Jacana	1 October 2013	31 May 2014	Completed	\$3,540,000	\$4,424,000	This project involved installing signalling equipment for a passing lane between Albion and Jacana in Victoria.
VIC	National Network Program	Upgrade and Standardise the Railway Track between Geelong and Mildura	1 December 2007	1 August 2009	Completed	\$20,000,000	\$73,000,000	The project consisted of a program of works to improve the reliability and safety of the rail corridor by replacing worn sleepers with new gauge convertible sleepers, replacing ballast and improving drainage.
VIC	Off-Network Program	Warrnambool Intermodal Terminal	1 April 2012	1 June 2014	Completed	\$600,000	\$1,600,000	This project involved the upgrading and expansion of the intermodal terminal at Warrnambool, and upgrading of associated Wash Rd level crossing
VIC	ARTC – Economic Stimulus Package	Western Victoria Track Upgrades	1 March 2009	29 January 2010	Completed	\$105,700,000	\$105,733,000	This project involved upgrading sections of the poor quality track in Western Victoria, including re-railing, increasing ballast depth or the foundation on which the rail sits and eliminating the gap in concrete sleepers between Melbourne and Adelaide.
VIC	Off-Network Program	Wimmera Intermodal Terminal at Dooen	1 April 2011	1 November 2012	Completed	\$6,500,000	\$16,700,000	The project provided for the development of a new intermodal terminal at Dooen, 11km north of Horsham.

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VIC	National Network Program	Wodonga Rail Bypass	26 September 2008	31 July 2010	Completed	\$45,000,000	\$156,500,000	The Australian Government provided \$45 million towards a rail bypass to the north of Wodonga. The bypass has moved the interstate rail line passing through the CBD of Wodonga to a new standard gauge track north of the city. This project was undertaken by the Australian Government owned Australian Rail Track Corporation (ARTC) on behalf of the Australian and Victorian Governments. ARTC also duplicated the rail bypass as part of the Australian Government's Economic Stimulus Package. This additional duplication, which costs \$50 million, was constructed in parallel with the Wodonga Rail Bypass project.
VIC	ARTC – Economic Stimulus Package	Wodonga Rail Bypass Duplication	1 January 2009	30 June 2010	Completed	\$50,000,000	\$50,000,000	The Wodonga Rail Bypass Duplication project involved the construction of a second track to be taken concurrently with the Wodonga Rail Bypass project. The Wodonga Rail Bypass was undertaken by ARTC on behalf of the Australian and Victorian Governments.
WA	ARTC – Economic Stimulus Package	Adelaide to Kalgoorlie New and Extended Loops	30 June 2009	23 June 2010	Completed	\$22,700,000	\$21,713,000	Four new crossing loops, each measuring 1800 metres, between Tarcoola and Kalgoorlie (between Fischer & Cook, Kitchener & Zanthus and Coonana & Koronie and at Coondambo) were constructed and one loop between Adelaide and Crystal Brook at Bolivar was extended. Savings from this project have been redirected internally within ARTC to support other capital works.
WA	National Network Program	Daddow Road Grade Separation	1 February 2009	Early 2010	Completed	\$14,700,000	\$19,800,000	The project provided for the construction of a road over rail grade separation of Daddow Road and the main east-west rail freight lines between the Kewdale intermodal freight terminal and Forrestfield staging area. The project also provides for the linking of the bridge pathway to existing pathways adjacent to the Roe and Tonkin highways, lighting along the new alignment, traffic signal control at the Abernathy Road-Daddow Road intersection and closure of the temporary road access from Chisholm Crescent to Roe Highway.
WA	Innovation and Research Projects	Intelligent Transport System Projects - Improving Accuracy of Weigh in Motion Data Collection Using Strain Gauge Technology Project	1 March 2009	1 December 2009	Completed	\$190,000	\$190,000	The project is an Intelligent Transport System project aimed at improving the accuracy of weigh in motion data collection. Research and development was undertaken on weigh in motion technology, including improved detection of axles/concatenated vehicles, mass accuracy and upgrade of software and memory. The project is one of three Intelligent Transport System projects for which the Australian Government provided a total of \$2.4 million.
WA	National Network Program	WA Grain Freight Review	1 March 2009	1 May 2009	Completed	\$450,000	\$450,000	The Australian Government independently reviewed and tested the Grain Infrastructure Group's findings, taking account of developments since the report was finalised in 2006-07, in particular the wheat export marketing reforms and the establishment by Co-operative Bulk Handling (CBH) of Grain Express. The review served as a basis for determining what contribution the Australian Government may make to WA grain freight infrastructure to address any national interest considerations. The Australian Government has committed \$135 million to the WA Grain Rail project, in partnership with the Western Australian Government.